an upright position and then the diver, who had been sent for by the railroad officials, was lowered into it. He made four or five trips. He declared when he came out the last time that he had searched every berth and that there were no bodies in any of them.

DIVER SEARCHES THE SUBMERGED CARS.

The third car was almost completely submerged by the time work was begun on it. This was the Buffalo car, in which it was possible, the wreckers thought, five bodies might be found. The diver made half a dozen trips to this, but they were unsatisfactory. Everything in the car was smushed, and it was hard to get around. He said, however, when he had finished the work, that he felt almost certain that ere were no bodies there.

He was rowed down the river then to the anchored coach, and more holes were cut in that. although there were half a dozen in it already. The scene in this coach was like that in the com bination car. Penned in there was a mass of car seats, boxes, bundles, baggage, and, here and there, portions of bodies could be seen. They were kept from sinking by the debris

The first body the diver handed out was that of a boy. It was taken aboard a tugboat to the shore, where it was paced in the morgue car. Next there was a tody of a man, and then the body of a woman. The man's head was drives in, as though he had been struck ty sone heavy object or had been hurled against the side of the car. The bodies of four men were hauled out then and the body of another woman. All these bodies were taken to the morgue car. It was nost dark when the last one was found, and the diver said he could not work after dark. He made one more trip down into the car, and when he came up he said he thought he had all the bodies, but he would not be certain until the orning, when he could make a more careful examination of the wreckage.

SEARCH FOR BODIES SUSPENDED UNTIL TO-DAY. With the recovery of this last body the search of the coach was practically suspended and all hands went back to the sleeping cars, where the wrecking trains and crows were at work trying to roll the heavy cars up the bank. It was too big a job for them. The best they could do was to hold them in place and await the arrival of the Merritt Wrecking Company's boats, with their immense derricks.

The afternoon's work was watched by thousands of persons. The news of the accident. once it got out in Highlands and Garrison's, spread all over the surrounding country, and every sort of vehicle that could be obtained was pressed into service to carry crowds to the wreck. They impeded the work, and time and again the police had to use their clubs to drive them back. The work of trying to lift the cars went on after dark until 9 o'clock, and occasion ally the effort to make a search of the cars was resumed, but no more bodies were found.

The Merritt Wrecking Company's derricks and men arrived about 9 o'clock, and then the railroad men turned the work over to them. It took along time to get their machinery in operation, and they had hardly begun the real work at midnight. It was the intention of the officials to continue it through the night.

IDENTIFYING THE VICTIMS.

The morgue car was moved to Cold Spring some time after dark, and the work of identify-ing the dead was begun. The identifications

e made by means of letters and papers. The first was that of a white man about 55 years old. He is supposed to be Thomas Reilly of St. Louis. There were several letters in his in the inside of which was engraved "Thomas Reilly is supposed to have been on his way to Europe, for £25 in English money was found in his pockets, and also some ocean steamer time

The second body examined was that of a Chinaman about 35 years old. He was not identifled. The third, a Chinaman, was identified by a passport in his pocket, which bore the name Wong Gim." He was about 40 years old. Hop Sing, a Chinaman about 46 years old, was next identified. His name was also learned from a passport found in his pocket.

The fifth body was also that of a Chinaman, a young man. His name was not learned, but in s pocket was found a letter addressed to Hop Sing, Newark, N. J., recommending the bearer for employment. The letter was written in Eng lish, but the signature was too badly blurred to

The sixth, seventh, and eighth bodies were those of Chinamen. None of them was identified. The body of a man about 30 years old was the minth one examined. He had black hair and a black mustache, and is supposed to be E. A. Greene, an architect, of Chicago. A letter addressed to him in care of W. A. Otis, 175 Dear born street, Chicago, was found in his pocket. man about 35 years old, and the eleventh that of W. H. G. Meyer of Tremont. Meyer was in the day coach with his brother-in-law, F. J. Degui of 269 West Thirty-fourth street. Degui escaped. The twelfth and thirteenth bodies examined were those of wome

TWO WOMEN AMONG THE NAMELESS DEAD.

Both were young and poorly dressed. One of ding and an engagement ring. In the wedding ring was engraved "R. L. to M. M., Aug. 29. '97." She had black hair and eves. The other woman was lighter and wore a brown cloth waist and a dark skirt. She wore a leather belt.

The fourteenth body was that of Giuseppe Paduano, an Italian, supposed to be from Hurl place was found on him, also a postal card "Banca Tocci, 87 Park street, New York." The fifteenth body was that of W. S. eher, 40 years old, of Newark. A note addressed to the man, and inclosing a prescription signed by Dr. Russell F. Fay of Warburton avenue, Yonkers, was found in his pocket.

Several of the dead had small sums of money with them. The Chinamen all had bank notes sewed in their clothes, and some had purser containing gold and silver coins. One man had \$75 in his vest pocket.

Coroner William T. Wood of Cold Spring im panelled a jury during the afternoon. John P. Donahue, the Republican nominee for Sheriff in Putnam county, who keeps a hotel at Garri son's, was chosen foreman. Coroner Wood said that the inquest would be held at Cold Spring

STATE TO INVESTIGATE.

Railroad Commissioner Ashley W. Cole, accompanied by a stenographer, visited the scene of the wreck last night. He said: "I heard of the wreck at Albany late this aft

ernoon and came on just as soon as I possibly could. It is one of the most awful things I ever saw and it was evidently the resul of a landslide. I brought a stenographer along be-I thought that there might be something to record, but it is apparently no use to begin an investigation now. There will be an investigation, and a thorough one, of course, but it is imposs ble to make it when the work of rec vering bod es has only just begun."

THE INJURED.

A Fuller List Than That Given Out by the Rattroad Company

THE SUN'S list of the injured contains more names than the official list of the railroad comgers on the train who escaped uninjured.

Soot; Peckskill Hospital.

scalp wound and submersion: Peekskill Hospital.
PLOOD, JOHN, 28 years old, a laborer of Lockport

N. Y., scalp wound and right arm cut: at Flower Hos-

PARSONS, TRUMAS, of 105 Hancock street, Brooklyn

and of Parsons, Scarlett & Wallender, tailors, 439 Fifth avenue, New York; he is at his home suffering with bruises about the body. Ryan, John, 26 years old, druggist, of 230 Barrow street, Jersey City, three flagers lacerated and bruises about body; Peckskill Hospital,

SHITH, JOHN, 45 years old, American Express Company's messenger of Buffalo, injured internally, cut on head, and arm broken; at Plower Hospital SOME OF THE UNINJURED PASSENGERS.

Acrox, Mr. and Mrs. J. M., of Buffalo; at Murray Ballowis, W. S., of Buffalo, of Baldwin's Railway

BARTHOLOMEW, W. H.; at Hotel Marlborough Bots, L. A., of Kuttawa, Ky., at Grand Union Hotel Brows, F. J., brakeman on wrecked train. Branows, I. D., of Fayette, N. Y. CLOCK, Dow. of Savville, L. L.; at Murray Hill Hotel.

CURRENGHAM, C., brakeman on wrecked train DEGAN, PRANK J., of Buffaio, GLAZIER, Mr. and Mrs. ADOLPH, and child, of Buffalo LANGEORD, W. D., of New Jersey.
LEE, Mr. and Mrs. A. P., of 189 South street, Chi-

go: at Cosmopolitan Hotel. LITTLEFIELD, INA B., private secretary of Manager Senson of the Wagner Car Company, Buffalo LONG, ERVING G., of Hotel St. George, Brooklyn.
Maltsy, Mr. and Mrs. A. W., of Chicago; at Holland

MANN, C. PRANK, private detective of Mutual Reserve Fund.

MUTTER, T., of Brooklyn NELLIS, GEORGE W., District Attorney of Cayuga

ounty, of Auburn, N. Y. NEXSON, Mrs. ANNA N., of Evansville, Ind Paratsu, E. O., conductor of wrecked train, of

SHORE, MELVILLE, agent of Westcott Express Com-STILLMAN, FRANK H., of 105 Rodney street, Williams

TAYLOR, JOSEPH E., of Rochester; at Sturtevant

VAN HOUTEN, J., of Paterson, N. J.

Wilkinson, S. G., of London; at Hotel Marlborough. REPORTED MISSING.

BOYD, ARCHY, who played Nathunici Berry in James A. Herne's "Shore Acres," played at Peatile's Academy of Music, Fishkill on Huison, on Saturday night. He caught the train at Poughkeepsie.

It was reported last night that a man of the name of J. W. McClave was missing. John McClave of 124 West Seventy-second street said that none of his family was missing and that so far as be know nobody of that name had been on the wrecked train. He said, however, that Rowland McClave, his nephew, of 136 West Fifty-eighth street, was to have returned from a shooting trip in Canada about this time. Rowland McClave's family is not in town at present.

STORIES OF PASSENGERS.

Faced Death in Many Forms.

The news of the accident was first received at the Grand Central Station at 6:50 o'clock. It was immediately transmitted to the officers of the road, and shortly after 7 o'clock President Denew, Vice-President H. Walter Webb, and Jeneral Manager Van Etten arrived at the station. A special train was immediately ordered, and D. V. McCoy, Superintendent of the Harlem division, was placed in charge of it. At 12:40 o'clock another special train, with A. Crone, Superintendent of Motive Power, and Superintendent Sherman of the American Express Company aboard to look after the work of pulling the wrecked cars out the accident. The latter train was equipped with wrecking apparatus and divers. The first special carried a number of physicians. Before the first special reached the scene, however, arrangements had been made to bring the survivors to the city on a train made up of the two sleepers that did not leave the track.

In the meanwhile Station Agent Frank M. Downer had notified the police of the Grand Central sub-station of the accident, and the fact that the train with fourteen survivors, some of whom were injured, was coming in. Capt. Delaney summoned two ambulances from the Flower Hospital and the patrol wagons of the East Fifty-first street and East Sixty-seventh street stations. Police Headquarters was also notified and Inspector Thompson arrived with twelve detectives Manager Jacques of the Murray Hill Hotel sent word to the police that the hotel was at the disposal of the survivors, and he went to the

station himself when the train arrived. It pulled into the station at 10:30 o'clock, and then it was learned that only three of the survivors were injured seriously enough to be taken to the hospital. These were quickly transferred to ambulances and taken to the Flower Hospital. Most of the other eleven survivors were without cluthing. They were wrapped in blankets and quickly transferred to cabs and taken to the Murray Hill Hotel, where Manager Jacques ha rooms prepared for them. Mrs. Jacques attended to the two women who were taken to the hotel. All the survivors were chilled through from their exposure, and were suffering from shock. The scant clothing they were when the accident happened was wet, and the women had had no opportunity of changing it. Mrs. Jacques supplied the women with clothes from her own wardrobe and from those placed at her disposal by guests, while the mer were

looked after in like manner by Mr. Jacques. The survivors who were taken to the hotel were: J. M. Acton and wife of White Plains, W. S. Baldwin of Buffalo, I. B. Littlefield of Buffalo, Anna M. Nexson of Evansville, Ind.; C. F. Mann of this city, J. Van Houten of Pateron, T. Mutter of Brooklyn, Dow Clock and his son Chester of Sayville, L. I., and Frank J. De gan of Buffalo. After being clothed and getting something to eat they began leaving the hotel for their various destinations, and last evening

were the only ones left there. Mr. Mann is a private detective employed by the Mutual Reserve Fund Life Insurance Company of 309 Broadway. His was the most thrilling experience related by the survivors. He had been in Buffalo for several days on business, and boarded the train at that point on Saturday night. It was comfortably tilled. He retired at 9 o'clock.

Mr. Mann and Mr. Clock and the latter's sor

"I think there were eleven men and four women in the car with me. That was the Buf-falo sleeper, the first of the Wagner cars in the train. I occupied berth No. 11, and before I re tired saw a man and his wife going into berth No. 7. I slept in my underclothes and white shirt. I slept soundly, and was awakened suddealy by a crash, followed by a sensation that the car was sinking. I got out of my berth as quickly as I could, and stepped in water up to my knees. The water was rising rapidly, and realizing that I had not a moment to lose I let drive at the window pane with my fist, but failed to break the glass. A young woman who had jumped out of the berth opposite mine handed me a valise, which was floating in the car, and I jammed out the window pane with that. I then got out of the window and helped two men and a woman out and on to the roof of the car.

"The morning air was raw and cold, and I was oaking wet, having slipped into the river once. I floundered out, however, and got a footing again. My underclothes had alipped down around my feet, and I was helpless until the young woman who had first handed me the , and who was still in the car, pulled them off. I managed to get her out then and on to the roof of the car. I discovered that somebody else had broken another window in the car, and the others got out that way and else had broken another window in the car, and the others got out that way and else had broken another window in the car, and the others got out that way and else had broken another window in the car, and the others got out that way and else had broken another window in the car, and the others got out that way and else had broken another window in the car, and the others got out that way and else had broken another window in the car, and the others got out that way and else had broken another window in the car, and the other got out that way and else had broken another window in the car, and the other got out that way and else had broken another window in the car, and the other got out that way and else had broken another window in the car, and the other got out that way and else had broken another window in the car, and the other got out that way and else had broken another window in the car, and the other got out that way and else had broken another window in the car, and the other got out that way and excitement that I could not stand up straight, and had to crawl along the roof of the car. I was alone the fall when the succeeded in getting out and I straight and the other got out that way and excitement that I could not stand up straight, and had to crawl along the roof of the car. I was alone to my left only left in middle on the seals and on upper windows. Three time that I could ment and the other got out that way and excitement that I could not stand up straight, and had to crawl along the roof of the car. I was alone to my left only left in middle the that the car had sunk in the car, I was live in middle in the car. I was alone to my left in middle in the car. I was alone to my left in middle in the car. I was alone to my left in middle in the car. I was alone to my left in middle in the car. I was alone to my left in middle in the car. I was alone to my left in middle in the the roof of the car. I discovered that somebody

He had an extra suit of clothes in his vallee, and he put that on after giving the suit he was wearing away. We lost everything we had, While we were on the roof of the car one man got hold of an axe and chopped a hole through the roof of the car in the hope of getting at the valuables which he had left in a pocket at the hend of his berth.

"The car was filled with water, and was listing over on its side so far that he had to give it up. I saw a druggist from Albany, whom I had been talking with on Saturday night, come out of the wreck with all the fingers on one hand missing. Our escape was miraculous," Dow Clock of Sayville, L. I., and his 12-year-

experience. "I was reclining and in a dose on one of the seats well back in the car and my son sat beside me on the inside. He was awake and looking CLOCK, CHESTER, of Sayville, L. 1.; at Murray Hill ont of the window. I became conscious that omething unusual had happened when my son suddenly threw his arms around my neck and the car began wabbling as if it were sailing through space. There was only a slight jar as the car went into the water, and then we seemed to be rushing through the water. There were two men, two women, and two children in the forward part of the car, as nearly as I can remember The water was up to the top of the seats two minutes after I awoke, and it was rising so minutes after I awoke, and it was rising so rapidly that we were only able to keep above it by standing on the backs of the seats and clinging to the ventilators in the roof of the car. I held my boy up with one arm, and cling to the ventilator blinds with the other. I told the boy to be calm, and he was, so much so, in fact, that he pulled out his pocket knife and coolly tried to cut away the ventilator so that he could get out.

to be calm, and he was, so much so, in fact, that he pulled ont his pocket knife and coolly tried to cut away the ventilator so that he could get out.

"The water rose steadily, and was up to my armiets two minutes after it reached the top of the seats. I thought there was no hope until my boy, who could look out of the ventilator, saw a man chopping a hole in the roof of a car about 300 feet away. We hallowed at the top of our voices, and the man, who I afterwaru learned was W. D. Langford of New Jersey, heard us and came to our rescue. He chopped away the ventilator until there was a hole hig enough for my boy to crawl through. I could not get through, though, and Mr. Langford told me to make my way to the rear ventilator. The day coach had floated around the rock at the boint where the accident occurred, and was lying north and south. I stepped along the seat tops, keeping hold of the ventilators, until I got to the rear of the car and I got out on the roof.

"My son was already in a boat whie one of the brakemen was rowing, and I got in with him. There were two other injured persons in the boat. We were about seventy-five feet from the shore, and, looking around, I could see nothing but the tops of the cars. We got in the sleepers when we resched the abore, and I must give the railroad officials credit for rendering us every assistance possible and looking out for our comfort. I do not know how long we were in the water, but I find that my wach was stopped at 6:2449 o'clock."

I. D. Burrows, a farmer of Fayete, Seneca County, who was a passenger on the second sleeper, said:

"I slept with my clothes on and was awakened by a jar which gave me the impression that we had broken a wheel. I had been in a railroad accident once before and instantly realized that I was in another. I was incar the door and managed to get out just as the cars were sinking and gained the roof. The other cars were floating down the stream, and the shricks of the Chinamen and other passengers were awful. Meritile Shore, the agent of th

passenge in the car Glen Alpine, which was the lirst of the sleeping cars to go into the water. Mr. Littlefield said:

'I was awakened by the sudden jar of the train, and, knowing that we were very near the river, held myself in readiness to get out as soon as the train stopped. I was conscious of a strange sensation, as if the car was sinking, and for a moment could not imagine what was the matter. The air in the car began to get warm suddenly, and I thought the car was afire. I jumped out of my berth and found that it was the water that was rising in the car and foreing the warm air upward. I was in a lower berth and opposite that occupied by Mr. and Mrs. Acton. I succeeded in getting a window open, and Mrs. Acton out of the window onto the roof. I lifted Mrs. Acton out of the window and her husband caught her by the arms and pulled her up, while I lifted her feet. There were three other women in the car, and other men were attending to getting a blanket passed it around under his armiand hand to come over by the car window, and taking a blanket passed it around under his armiand handed the ends up to the men on the roof. In this manner he was lifted out and up on the roof.

"I think that all had time to get out, aithough

roof.
"I think that all had time to get out, although
the water was up to my neck when I escaped.
We remained on the roof for four or five minutes, until the trainmen made a gangway from
the top of the car to the shore with railroad ties for us to get ashore. The cars were listing over on one side as we left them. The last three cars were uncoupled as quickly as the trainmen could get at the coupling pins, and thus they were saved from plunging in with the other. It took from seven to eight minutes for the cars to sink. The two rear ears were backed up on the up-bound track, and the survivors placed in them. The express measenger, John Smith, was pulled out through a hole in the roof with a badly cut head and a broken arm.

express measenger, John Smith, was pulled out through a hole in the roof with a badly cut head and a broken arm."

Mr. Littleiled sent the measage to the station at Garrison's telling of the wreek.

A.P. Lee of Chicago, who is stopping at the Cosmopolitan Hotel, had a berth in the Rochester coach, and was making his first visit to this city. He said that the first shock awakened him, and just as he raised himself to see what was the matter the second shock threw him back and forced his head against the head of the berth. Before he could realize the situation the cat veered on its side and then righted again. It did not leave the track. No one in that car was seriously hurt, he said, but all were badly shaken up. One end of the car was knocked into kindling wood.

Frank H. Stillman of 105 Rodney street, Williamsburg, a manufacturer of hydraulic pumps at 202 East Forty-third street, in this city, said:

"I was returning from a business trip to Buffale and had a berth in a sleeper. The car I was in, as nearly as I can recollect, was the fourth one in a nine-car train. In a berth or the opposite side of the siste was a man named Parsons. Just before 6 o'clock I was awakened by

falo and had a berth in a sleeper. The car I was in, as nearly as I can recollect, was the fourth one in a nine-car train. In a berth on the opposite side of the sisle was a man named Parsons. Just before 6 o'clock I was awakened by a sudden jolt, and then for a moment I felt as if I were going through the air. A moment later I heard the sound of rushing water, and cailed to Parsons, but received no reply. I put my hand out of the berth and discovered that the car was filled with water. I opened the window nearest me, and, only attired in my underclothing, I crawled out and found myself in the itudson River. Then I saw that the sleeper I had been in was half under water. I managed to reach the shore, where I, with others, found shelter in a shed. There we remained until the Montreal express came along and we were furnished with blankets. Afterward we were brought to the Grand Central Station, where cabs were in waiting to take all of us to the Murray Hill Hotel. I declined to go and was brought to my home in a cab and with only my night-clothing and a bianket on me. It was the most thrilling experience I have ever had and I don't care to go through it again."

The injured taken to the Flower Hospital are: John Smith, 45 years old, the American Express Company's messenger, of Huffalo, who had a broken arm and cut head; John Flood, 28 years old, a laborer of Stockport, N. Y., whose head and right arm were cut, and Char es H. Buchanan of 415 West Forty-seventh street, who sustained lacerated wounds of the right hand and arm. The doctors said that none was seriously injured, and that all would be able to leave the hospital in a day or two.

John Flood, who is in Flower Hospital, described his experience as follows:

"I got on the train at Lockport and went into the smoker, intending to sit up all night. There were ten or lifteen Chinamen in the car, and I was amusing myself trying to talk with them when we all felt a sudden jar. Then the car began braking and turning over on its side. The Chinamen began jabbering a

was filled with shricks of the injured and imprisoned passengers, and we who had been more fortunate than they hustled to their relief."

Ryan, the Jersey City druggist, said he boarded the train at Alban; and was riding in the day coach. He says there were ten others besides himself in the car. The water came to within a foot of the top of the car. He saw seven persons drown.

himself in the car. The water came to within a foot of the top of the car. He saw seven persons drown.

He managed to break out one of the vertilating tran-oms, put his arm through, and k-p affort, at the sa-e-ime elping a man ind his little so, who also boarde, the train at Albary, to keep affort until a man came from the shore with as axe and cut a hole in the top of the car.

A. W. Maltby and his wife are stopping at the Holland House. They occupied berths 9 and 10 in the Hofffalo sleeper. They were awakened by the shock and rushing in of the water, which soon reached to their waists, Mr. Maltby's berth was on the side next to the river. He rushed to the other side of the car and raised the window, which he was surprised, even in the confusion, to find work easily and to open to the top. The car by this time had tilted over so far that he was enabled to stand on the window. The only bruises they sustained were brought about when they sild down the side of the car to some piles in the water, whence they were rescued. They lost all their clothing, and when seen last evening Mr. Maltby had on a suit leaned to him by A. P. Lee. Mrs. Maltby was taken to the botel wrapped in one of the blankets from the sleeping car. old son Chester, who were of the few that got out of the day coach alive, also had a thrilling

STORY OF A BRIDAL PAIR. Escape of Mr. and Mrs. E. A. Forsyth of You-

kers from the Car Hermes. Edward A. Forsyth, a young architect of Yonkers, and his bride were among those who escaped from the wreck with only a few bruises. They were on the car Hermes, in the last section of the car, next to the smoking room. Mr. Forsyth is the Republican candidate for Supervisor in the Third ward of Yonkers. He had shortened his wedding trip by one day to get back into the political arena. He and Mrs. For syth told their story to a Sun reporter. Mr. Forsyth began:

"I was in the upper berth. I lay awake most of the night because I had an awful headache. Almost all the berths were made up. A bridal couple got on at Syracuse. The section opposite ours was not made up. The porter sat there asleep most of the night. He was a big fat man. There was a noise like a cannon shot right next to my car, and with it a yank of the train that knocked me all in a heap into the corner of the berth. Then there began an awful rumbling. crunching noise as if the world were falling in top of itself. In just a flash of time I thought to myself, 'Well, we are all going to killed. We are going to be crushed burned. I wonder if we will both of us be killed ? Then came another crash and another big jolt. I was holding on to something, I don't know what, and my body was thrashing all over the berth. I hadn't heard a sound from the rest of the car. I wonder if Ethel is all right, I thought, and then came the biggest crash and jolt of all. It was so loud I thought for a second that my ear drums had

Ethel is all right, I thought, and then came the biggest crash and jolt of all. It was soloud I thought for a second that my ear drums had burst. The gaslight opposite the berth went out. The car began to tip up on one side and sink at the forward end. I heard my wife call out in the dark: "Oh, Ed!"

"That," explained Mrs. Forsyth, "was when I woke up. I felt the train tipping up and heard that awful grinding, rumbling noise, and I wanted to know where Ed was. When he answered I just waited. He climbed down and tore the curtains down, and saw that I was all right. He told the porter to light the gas. He forward end of the car and see if there was a way out there, and he went to the rear end. The porter came back and said that the lower end of the car was full of water. Ed came back and said that his end was all smashed and croshed right up to six inches of the section we had been in. Then Ed came back and opened the window and put me out with what few clothes I had on. I had put my shoes away just where I knew I could ind them if anything happened, and I grabbed them first thing. Ed passed out the rest to me and I dressed on the bank, after climbing over the wheels of the car, which were broken off and lay right under my window. Ed stayed for a minute to get one of his shoes that had slid down into the water. Then he came out. I saw the porter in the crowd afterward. I don't know how he got out, but I know he never came through the same window that I did.

"Five minutes later," said Mr. Forsyth, "the car was under water altogether. I didn't see any one else come out, though I saw a fran I had been talking to in the smoking room. He hadn't been hurt. Just after the third crash, the biggest of all, there was an awful noise of screams and groons. Some were in the car with us, I am certain. It was the most frightful noise I ever hear!"

Mrs. Forsyth put her hands over her ears to abut out the memory of the sound. "They all died away in a minute, as if they were being smothered," continued her husband. "When we got

merged Car.

James J. Corbett, the ex-champion pugilist, and the members of his theatrical company. now touring in "A Naval Cadet," were on the train that followed closely the one which was wrecked. Corbett told his story last night in the most graphic manner. He said: "But for a pile of baggage, including our scenery, we might have all been killed in this fearful accident. We were in Troy Saturday night, and intended taking a train that regularly leaves a few minutes before the one that was wrecked; but there was some delay in getting our baggage aboard, and the railroad officials decided to send the train from the West off ahead of us, to run on our regular schedule. We did a lot of kicking over the incident, but we

can all thank God for it to-day. "As it was, our train left Troy fifteen minutes after the Western express. We were three minutes behind it at Poughkeepsie. Our train was bowling along at a pretty stiff gait when, all of a sudden, after we had left Garrison's, we were shaken up by the train coming to a stop with rapid jerks. Somebody said there was an accident shead, and everybody tumbled out of the berths. As soon as I could hustle a few clothes on I leaped out on the ground and saw something that I will never forget as long as I live

"There was a whole train of cars in the river and people fighting to get out of the windows. Three cars were left standing on the track. Nothing could be seen of the engine, which had gone to the bottom of the river. Several cars were submerged excepting their tin roofs. Others were halfway down the bank with their lower halves in the water. On all sides were people who were bruised and biceding and cry-ing for help.

"One c r was tilted on the bank so that it was

ing for help.

"One c r was tilted on the bank so that it was almost filled with water, and several of us rushed to it armed with fire axes. There were two men ahead of us, and they had made a sort of bridge with railroad ties torn from the roadbed. They had axes and they were chopping away at the corner of the car. They deally

two men ahead of us, and they had made a sort of bridge with railroad ties torn from the roadbed. They had axes and they were chopping away at the corner of the car. They finally pulled out a little boy and an old man, both of whom were literally cut into ribbons, but conscious of what was going on.

"While they were taking them away to a place of safety, the rest of us looked into the car, which was slowly but surely sliding further down the bank, and we heard a man cry:

"For God's sake, take me out and also save my friend!

"I reached in through the opening we had made with axes and found a man who was clinging to the woodwork on the ceiling of the car. The water was almost over his mouth. I caught him by the shoulders and pulled him out. He pleaded with us to get his friend. We looked into the car again, but could see nobody. We could hear, though, half choked cries of persons who were trying to swim around in the water. Just then the car lurched to one side, and rolled partially over. The gurgling sounds made by the poor creatures inside ceased, for they were all drowned.

"The man I pulled out of that car said he was

"The man I pulled out of that car said he was from New Jersey somewhere. He gave me his name, but in the excitement I forgot it. He said that the first he knew of the accident was when that the first he knew of the accident was when his train gave a great jump upward and then everybody in the car was swimming. His friend, for whom he pleaded, was probably drowned.

"In another car, which was hif out of water, we found a poor Chinaman. The upper part of his face from his nose up was interaily torn off. We had to lift the skin up and hold it against his forehead in order to see what he looked like. He was conscious, and when we offered him some whiskey he refused to touch it. He seemed to be afraid that he might be drugged, for he clutched his watch and a roi of money in his hands, and tood Aimignly coundn't make him let go. He was literally registened out of his wits when I forced his mouth open and poured some whiskey down his throat. I don't know what became of him. mouth open and poured some whiskey down his throat. I don't know what became of him.

"I' c most awful sight of all was the fruitless fight for life made by a Mr. Williams of Buffalo. He was in a car that was quite a distance

from land, and butted his head through the window. When he got into the water we saw that one a in was torn off, or rather was hanging by a few ligaments. His face was a mass of blood, and, as we found out afterward, his leg was broken. In spite of these injuries the toor man jumped into the water and tried to swim with only one arm. We could see him plainly but could not reach him. A boat was being rowed rapidly toward him and he tried bravely to keep up. He kept spiashing away with his one arm, but gradually his strokes became weaker, and as he was in the act of sinking for the third time he was hauled into the boat. We took him to my berth and worked over him for a long time, but he died. "On the top of another car that was on end in the water, I saw a young man in his night shirt drag out his wife who was almost drowned. He had been swimming around in the car with her, and had finally climbed up to the open door. I was told that they were on their way to the bedside of a dying mother.

"There were so many terrible sights on all sides th 1 was forced to turn away from some of them. I met one man on the track who had been in the wreck. His right car was torn off, yet he was smoking a cigar and begging everytody for a drink of rum. He was also laughing hysterically and saying:

"My God, what luck!"

"Everybody we met seemed to be suffering with some injury. I should say that when an investigation has been made it will be found that seventy-flve people were killed. It was an awful thing for any man to see, and I'll never get it out of my mind."

Joseph ('Kid'') Egan, one or Corbett's theatrical agents, who was with the ex-champion, said:

"Jim is modeat and don't want any credit. But he saved the lives of that Chinaman and the other man whose friend was drowned. He worked like a Trojan and did everything to confort those who were injured. The Chinaman was drowning when Corbett pulled him out of the water and carried him in his arms to dry land. He was palsed on all sides for his heroic work."

BROADWAY, 18TH and 19TH STREETS.

MR. DEPEW TALKS OF THE WRECK His Speculations as to the Cause-The Officials In the Dark, He Says.

Chauncey M. Depew, President of the New York Central, was seen at his home, 43 West Fifty-fourth street, last evening, but could offer no explanation as to the cause of the accident. "I cannot account for it," he said. "None o us seems to be able to fix the blame upon any

one. It seems to be one of those unaccountable accidents or possibly the work of miscreants There has never been any trouble on that piece of track since it was built, forty-five year ago. As the roadbed was built in the river by casting in rock, the entastrophe might be ascribable to some natural disintegration of the foundation. Perhaps the embankment did not give way at all, however, and the accident might have been caused by broken axle. Or, again, some tramp might have loosened a rail or placed a stick of dynamite on the tracks for the accomplishment of any of several purposes. If the roadbed sank it must have done so suddenly, as the engineer would undoubtedly have seen any depression in the rails and given an alarm. "It may be that the foundation of the road-

bed, rotted away by the water, was further weakened by passing trains, and when the wrecked train passed over it was the last straw and the break occurred. What strengthens this belief is what Conductor E. O. Parrish of Buffalo, who had charge of the train, tells me. He said he was seated in the combination coach when he noticed that the vibration of the train had suddenly become terrific. He leaned over to look through the window to learn the cause, just in time to see the engine disappear. He declared that the engine did not jump the track, but simply disappeared suddenly, as if swallowed up in the bowels of the earth. He was thrown clear over a seat and his head was banged against the side of the coach. He reached to the floor to get his cap and his hand touched the water. Then he realized that he was in the river. He managed to climb to the roof of the coach and sat there with four men, two of them Chinamen, while the coach drifted fully 300 feet up the river. Then a rewboat put out from the shore and took them off."

"The Atlantic express passed over the track fifty minutes before the accident occurred. The fast mail went north thirty-one minutes before the wreck. If there had been anything at all wrong with the roadbed then it could surely have been noticed. What makes the accident more inexplicable is that it occurred on a straight stretch of track, and one of the best policed sections in the United States. The blocks

straight stretch of track, and one of the best policed sections in the United States. The blocks are only a mile apart, and experienced track-walkers patrol each section twice in the day and twice during the night. The trackwalker for that se tion reported it to be all right only a short time before the accident. The old seventy-pound steel ralis were taken up within a year and 100-pour drails substituted. The ballisst was also changed to stone. This made an even safer and easier riding roadbed than before.

"Without knowing anything further about it. I don't see how it was possible for the track to sink, but we can tell more about it when we raise the engine. The embankment would have been demolished if an axle on the engine had broken. General Manager J. M. Toucey, who lives at Garrison's was at the wreck very soon after it occurred. I, myself, stayed at my office until 2:30 o'clock this afternoon. So far as I can see no blame can be attached to the representative men of the New York Central. A train leaves Abany on time, runs at the regular speed, over new rails and a seemingly perfect roadbed, and then suddenly goes into the river. It is most strange. I ordered that nothing be concealed. That has always been my policy, and if we knew who or what was to blame, our information would certainly be made public, and the people could form their own opinion.

MR. WEBB'S STATEMENT.

He Places the Xumber of Dead at Twenty, Part of the Money Loss at 800, 500.

A preliminary statement for the railroad company was given out at 9 o'clock last night by Arthur Leonard, secretary to H. Walter Webb, third Vice-President. He said: "There were twenty-eight people in the combination car and day coach. From the combina-

tion car we have taken out the body of an unknown man and eight bodies of Chinamen. From the day coach we have taken out four men, one boy and two women. All of the others are accounted for and are safe.

"From the statement of Conductor Breckon of the Wagner cars, we learn that sixty-eight persons were in the sleepers. All these are now absolutely accounted for as saved. For a time it was feared that a man and a woman who occupied a stateroom in the Hermes were among the dead, as they were missing. But we learned that they had boarded the train at falo, and from the charts of the Wagner agent there we got their names. We found them at the Murray Hill Hotel, among those of the passengers who arrived this morning. They said they occupied the stateroom, and accordingly this makes the entire sixty-eight accounted for

"Therefore, counting the dead man, supposed to be Samuel Williams of Buffalo from the fact that he had in his pocket a draft on the Garthat he had in his pocket a draft on the Gartheld National Hank of this city, drawn by the Union Hank of Buffalo in favor of Samuel Williams, there are seventeen dead. The engineer, the Breman, and Mr. McKay are still making. We have every reason to believe that they are at the bottom of the river with the engine, but we are hoping against hope. In any event the number of dead will hope. In any event the number of dead will not be over twenty. All of the rest of the train

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crew are accounted for. In addition to this, the diver has been through all the cars, and he re-ports that there are no more bodies in any of the

ports that there are no more bodies in any of the cars.

"We have made no attempt to estimate the loss, all of our efforts having been directed toward the recovering of the bodies. But part of the loss can be roughly placed as follows: Three Wagner cars at \$15,000 cach, \$45,000; the engine, \$10,000; one combination car, \$5,000; one ordinary passenger car, \$6,000; one express car, \$3,500, thus making a total of \$60,500. Of the personal baggage loss, or the loss of the express company, we have as yet no knowledge.

"One of the dead women boarded the train at Buffalo and the other at Hudson. One of them had a ticket to Peckskill. Two of the Chinamen were identified as coming from 17 Pell street and 5 Mott street."

CAME ON ANOTHER TRAIN.

Buffalo Men Who Intended to Take the Train That Was Wrecked, but Didn't.

BUFFALO, N. Y., Oct. 24.-Ed Whalen and Sam Murray, Buffalo bookmakers, had berthe reserved on the Buffalo special. They were going down to see Senator Dry Dollar Sullivan They started for the train, supposing that i carried a dining car. As they passed through the gate Whalen said to the ush

"Is there a buffet car on this train!" "No, sir;" was the reply. "What time is there a train with a buffet

car I' he asked. "The 6:50 train is an hour late," said the gate tender. " If you take that you will have twenty minutes to get something to eat."

Whalen and Murray changed their sleeping car tickets for the 6:50 train. Stories of like escapes are numerous. John M. Brinker, who built the Niagara Falls Gorce Rairoad, had a borth on the train, but was delayed on a street car and missed the train by two minutes. He took a later one. Republican State Committeeman John R. Hazel intended to go to New York on that train to see Senator Platt.

On his way to the station he met Chairman Henry W. Brendel of the County Committee. Mr. Brendel told him he must stay in Buffalo for a political conference to-day on the complicated campaign for the Mayoralty. Mr. Hazel turned back. car tickets for the 6:50 train. Stories of like A telegram was received to-night from Tru-man Parsons of Fifth avenue, New York, saying that he escaped unburt. Trainman Cunning-

ham escaped The Injured Who Are at the Peekskill Hos-

pital. PERKSKILL, Oct. 24.-The injured in the Peckskill Hos ital are: Clarence Morgan, 28 years old, employed in the Comptroller's office at the Grand Central Station, suffering from a dislocation of the shoulder and shock; John Ryan, 26 years old, a druggist, living at 230 Barrow street, Jer-rey City, three fingers lacerated ty glass, and contusions of the body and lee; two China-men, one with scalp wound at back of head, crushed foot, and a finger amoutated, the other with a booken account. crushed foot, and a finger amputated, the other with a broken arm and contusions, and Ching Quong Hong. 50 years old, with a scalp wound of the forchead and suffering from submersion. All are doing well except the last named, who nay die. Herman Acker, the baggage man, is at bis nome on Washington street with a severely

bruised arm. How Poyle Heard of His Father's Death. White a group of reporters were discussing the accident in front of the Grand Central Station yesterday morning a young man stood near by listening intently.
"What was the engineer's name?" asked one

reporter.
"John Foyle," was the reply.
"John Foyle," was the reply.
"Is he missing?"
"Yes, he's wead."
"Good heavens, he's my father!" exclaimed the bystander. The railroad officials took Folye's son with them on the special train which left at 12:40 o clock.

The New Hamburg Disaster Was Worse. The worst accident in the history of the road necurred on Feb. 6, 1871, when the Pacific express ran into a disabled oil train on the bridge ver the Hudson at New Hamburg. Twenty-one ersons were killed.

orberbad accidents were at Spayten Duyvil, on Jan. 13, 1882, when Senator Webster Wagner and cight others were killed, and the one at Hastings, on Dec. 24, 1891, when Mrs. A. M. Habiwin of this city and six others were killed. Money in the Sunken Express Car.

It was said at the Grand Central Station last night that there was considerable money in the safe in the express car belonging to the Ameri-can Express Company. A guard was placed over the sunken car.

A LOVER POISONS HIMSELF. Left a Letter to Bis Sweetheart, Who Apparently Loved Him-Was Destitute.

The proprietor of the Market House, at 146 West street, reported to the Church street police last night that he had found a man dead in a room in the hotel with a bottle, which had evidently contained carbolic acid, in his band. Letters were in the suicide's pocket addressed to Alfre i Engel, 17 Eim street, Hartford, Cont., to Affred Engel, 17 Eim street, Hartford, Conn., and written by Miss Jessie M. Haulenbeck, 72 Hamilton avenue, Paterson, N. J.
From these the police judged that Engel was in love with Miss Baulenbeck and the m love with him. He was evidently out of work and destrate, as he had no money, and pawn tickets for an overcent, a watch, and a ring were found on him. He left a letter addressed to Mass Haulenbeck which read as follows:
"My Bulover Jessie: I am tired of life; good by Forgive me cam see that you get all I left you, and do with it what you want 10. Yours as ever with a long, last kiss. Alfrico."

Insurance Solicitor Lippmann a Suicide. Adolph Lippmann of 251 Decatur street. Brooklyn, the insurance solicitor who shot himself in the office of the Travellers' Insurance Company, at 31 Nassau street, on Saturday, used in the Hudson Street Hospital yesterday.

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THRASHED TWO POLICEMEN.

t Took Seven Tail Blueconts to Lock Up One Short Shipping Clerk.

While Policeman Hinds of the East Twentyecond street station was at Fifteenth street and avenue A last night a Catholic priest asked him the way to Bellevue Hospital. On being directed the priest passed on. A moment later a short, squarely built man of unusual breadth. who had been standing on the other side of the street, crossed over and stuck his fist in the

policeman's face. "You damned heretic!" he exclaimed, "What "You damned heretic!" he exclaimed. "What do you mean by talking to a priest like that?"

Before the amazed bluecoat could answer the short man shot out his fist. It landed on the policeman's chin, and he went down. Jumping to his feet, he started for his assailant, but another smashing right-hander sent him down again. This time when he got up the policeman hit the short man a terrific rap on the head with his club. The blow staggered the short man and Hinds grappled him. They struggled together, and the bluecoat was being overcome when Policeman Pantzer arrived. He inited up in the scuffle and the short stout man became lambilies.

liceman Pantzer arrived. He mixed up in the scaffle and the short stout man became lamblika.

They walked him to Seventeenth street peacefully enough, but he broke loose there and started to run. The policemen caught him, and another fleree fight ensued. The prisoner seemed possessed of the strength of a giant. He knocked Hinds down with one hand, while Pantzer hung on to the other. Then he turned and swung on Pantzer. The blow laid Pantzer sprawling in the gutter, besides subitting his upper lip and knocking out two of his teeth.

When the two policemen picked themselves up they began beating a tettoo on the sidewalk with their clubs for assistance. Other policemen kept coming until there were seven all told, and the prisoner was finally handcuffed. He was then dragged through the streets to the station house, a large crowd following. His spirit was still unbroken, although he was covered with cuts and bruises.

At the station house a surgeon was sent for to dress the prisoner's wounds. Dr. Lee of Belleve Hospital came, and the moment he get in reach of his patient he got a dig in his ribs that sent him recling against the wall. The short man refused to have his injuries attended to, but he was held while two scalp wounds were sewed up by the doctor.

After this he quicted down and consented to tell his name. He said he was Tribmas Judge, a shipping clerk, of 607 East Fifteenth street. The doctor said he was crazy from drink.

Both Pantzer and Hinds will have to get new uniforms, as the clothes they were were torn to shreds in the scrap.

RESISTED VACCINATION.

Police Reserves Cailed Out to Suppress a Small

ATLANTA, Ga., Oct. 24.-Ever since the beginning of the smallpox scare in the Southern cities Atlanta has been having compulsory vaccination. It has been necessary sometimes for a policeman to hold subjects while a physician did the vaccinating.

The negroes almost solidly have opposed vaccluation, and there have been numerous conflicts. To-day Dr. Johnson, a city physician, accompanied by Policeman Luckie, entered one house, where the immates set upon the doctor, and it required a pistol shot from the policeman to queli the household. to quell the household.

Not less than 500 men, wom n and children surrounded the two officials and began belatoring them. A telephone call to the Central police station brought the reserves to the scene,

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